

## FINANCE AND COMMERCE

THE CLOSING QUOTATIONS OF MONEY.

Offerings and Sales at the Richmond Tobacco Exchange—Internal Revenue Collections—Foreign Advances.

NEW YORK, July 29.—The stock market was strong, with a generally whole-home look until delivery hour, when the bears raised the market again. The day of anchoring came, advised from the Directors, and that gold exports on Saturday would be in excess of two million dollars, causing the close to be irregular at slight recoveries from the lowest, but with the greater number of shares showing net increases for the day.

Sustaining influences on the market were favorable traffic statements, rising quotations for wheat and cotton, with the management of another half million busi-

ness in most foreign markets.

Americans in London were attracting a spreading interest, London buying and selling some 25,000 shares here. At the same time the Continent, in a moderate degree, purchased American securities.

The market was featured by violent fluctuations, the Committee and aggressive strength and activity of low priced stocks, which hitherto had participated in only a slight extent in the general rise.

Sugar and southeastern grain were ex-

tremely active, and preferred advanced on foreign and domestic pur-

chases on vague rumors in regard to

distant prospects, but the movement was

probably part of that recently displayed

in the market.

On prophesies that a series of bearish interviews with Sugar dealers would be published, Sugar, which had risen to

130¢, was forced down to 127¢, a point

below the low point made of Dutch

grain for September shipment, the foreign dealers having refused bounties

thereon, so that the American counter-

vailing duty might be avoided.

Foreign advances in the contracts of the commodity placed being favorable

commented upon. Brooklyn Rapid

Transit developed early weakness, and receded 2½ points, but rallied a point. Shippers

and Western grain were up 1½ points,

and the market sympathy with the

western movement among the anthracite

coal dealers. Delaware and Hudson also

lost point. The grangers, except Burlington

and Omaha, which held their own, receded fractionally.

The J. T. &amp; L. and the New England

Railroads were over \$100,000 above those of last year, and the same amount in excess of those of last May. This was interpreted as a most favorable

showing, a slight rise in silver and the

export of sugar, and the same were

of great interest to the street. There were

advances of a point or more in about

nineteen shares, with similar declines in seven others.

The total sales of stocks today were

44,490 shares, including 1,470 of Atchison

Ferries &amp; St. Louis; Cheapeake and Ohio, 39,

761; Louisville and Nashville, 17,610; Mis-

souri Pacific, 9,656; Reading, 13,453; Rock

Island, 13,705; St. Paul, 24,508; Southern

Railway, 6,100; and 6,000 of others.

While the market was off 1½ points, the

American, Atlantic, and Great Ameri-

can, 14,322; Chicago Gas, 13,135; Colorado

Fuel and Iron, 13,611; General Electric,

18,132; Pacific Mail, 6,426; Sojourner, 27,693;

Tennessee Coal and Iron, 20,645; Chicago

Great Western, 12,127.

The transactions in railway and mi-

tellaneous mortgages aggregated the larg-

est total noted in some years, namely,

\$1,460,000. This included an extensive va-

riety of issues in which improvements in

substantial properties were general, but

the most noteworthy in the middle-grade

bonds. Purchases for investment account

were freely noted, and a brisk demand

for the low-priced bonds was recorded by

the market.

Governments were in good demand, and

improved slightly on purchases of \$3,000.

MONEY AND EXCHANGE—Money of

all kinds and all per cent, net, has just

been issued, and we will take

pleasure in furnishing copies

upon application to parties in-

interested.

The attention of holders of

“CALLED BONDS”

of Manchester, Lynchburg, &amp;c.,

is especially invited to the pres-

ent offerings.

JOHN L. WILLIAMS &amp; SONS.

STOCK QUOTATIONS.

Closing Stocks.

Atchison, Ferries &amp; St. Louis, 14

Baltimore and Ohio, 2800

Canada Pacific, 92

Central Pacific, 505

Chicago and St. L., 104

Chi. &amp; Alton, 102

Chi. &amp; St. Louis, 40

Chi. &amp; N. W., 104

Chi. &amp; St. L. 1st pfld., 66

Del. and Hudson, 118

Del. I. &amp; W., 100

Den. and Rio G., 118

Dixie, 100

Florida, 100

Fort Wayne, 107

Great Northern, 120

Hocking Valley, 100

Illinois Central, 100

Ind. and Michigan, 100

Lake Erie and W. Mich., 114

Lake Shore, 171

Louis. and Nash., 107

Man. &amp; Northern, 100

Michigan Central, 100

Miss. and St. L. 1st pfld., 66

Mo. Pacific, 204

Mobile and Ohio, 100

Mohawk and Hudson, 100

Mont. &amp; W. pfld., 100

New Eng. &amp; W., 100

New Atch. and Chi., 100

New Atch. and Chi. pfld., 100

N. J. Central, 100

N. Y. &amp; Chi. and St. L., 100

N. Y. Chi. and St. L. 1st pfld., 66

N. Y. Chi. and St. L. 2d pfld., 66

N. Y. Chi. and St. L. 3d pfld., 66

Nor. and Western, 100

No. Atch. and Chi., 100

No. Pacific, 100

Ore. &amp; Wash., 100

Ore. Short Line, 100

Pittsburg &amp; Lake Erie, 100

Rock Island, 100

St. Louis and St. L., 100

St. Louis and W. Mich., 100

St. Paul, 100

St. Paul &amp; Pacific, 100